## Appendix B Traffic Analysis

	$\rightarrow$	•	•	<b>←</b>	4	<b>*</b>			
Movement	EST	CDR	WBL	WBT	NBL	NBR			
Lane Configurations	ተሱ "		<b>ት</b>	<del>††</del>	¥				
Sign Control	Free			Free	Stop				
Grade	0%			0%	0%				
Volume (veh/h)	1487	35	23	1587	21	24			
Peak Flour Factor	0.92	0.92	0.92	0.92	0 <b>9</b> 2	0.82			
Rearly Flow rate (Vph)	1616	41	25	1571	23	28			
Pedestrians									
Lanc Width (ft)									
Walking Speed (fi/s)									
Percent Blockage									
Right turn flare (veh)				_					
Median type				Т	WLTL				
Madian storage veh)					1				
Opstroom signal (ff)									
pX, platoon upblocked									
vC, conflicting volume			1658		2522	629			
VC1, stage 1 confival					1637				
vC2, stage 2 confivol					885				
VCG, Unblocked vol			1658		2522	829			
tC, single (s)			4.1		6,8	a.p			
(C, 2 stage (s)					5.8	2.7			
<b>∜</b> □ (3)			2.2		3.5 77	3.3 92			
pti quoue free %			94 866			314			
cM capacity (veh/h)			385		100				
Direction, Lane#	EB 1		WE 1	<b></b>	WB 3	NB 1			 
Valerno Tutel	1078	580	25	835	835	49			
Volt:me Left	0	0	25	9	0	23			
Valame Right	0	41	0	C	0	25			
αSH .	1700	1700	385	1700	1700	158			
Volume to Capacity	0.63	0.34	9.08	0.49	0.49	0.31			
Occus Longth 95th (ft)	0.0	C	5	0	0	31			
Control Dolay (9)	0.0	0.0	15.0	0.0	0.0	37.8			
Lane LOS			C			E			
Approach Delay (s)	0.0		0.2			37.8			
Approach LCS						F			
Intersection Summary									 
Avarage Delay			C.7						
Intersection Capacity U	:ilizalior		52.5%		COLFOA	d of Servi	DB	/	
Analysis Period (min)			15						

	۶	<b>→</b>	<b>←</b>	٠.	<b>\</b>	-√			
Moyement	E3L	EBT	WBT	WSR	SBL	SBR			 
Lane Configurations	3	ተተ	<b>†</b> 1>		**				
Sign Control		Free	Free		Stop				
Grada		979	0%		056				
Voiume (valvh)	53	1458	1472	46	18	76			
Peek Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hounly flow rate (vph)	68	1585	1609	21	20	33			
Pecestrians									
Lane Width (ft)									
Malking Speed (ft/s)									
Percent Blockerjo									
Right turn flaro (veh)									
Viedien typo					(WLTL				
Median storage vehit					1				
Upstroam signal (ft)			1255			5.60			
pX, p'ateon unblocked	0.80				0.80	0.80			
vC, conflicting volume	1521				2518	810			
vC1. stage 1 confivel					1610				
vC2, stage 2 confivol	4504				908	514			
vCu, unblocked vol	1526				2647 6.8	514 6.9			
IC, single (s)	4.1				5.8	6.0			
t <b>G</b> , 2 stage (6)	20				3.5	3.3			
tF (s)	2.2				78	30			
p)) gudud fiée %	83 248				89	405			
eM capacity (velvh)	318								
<u>Oirection, Lanc #</u> Volume Total	EB 1	EB 2 792	∵E3 <u>3</u> 792	WB 1 1087	WB 2	2B I		·	
Volume Lett	58	0	102	0		20			
Volume Right	Ö	ű	č	ŏ	21	83			
çSH	346	1700	1700	1700	1/00	243			
Volume to Capacity	0.17	0.47	0.47	0.68	0.33	0.42			
Qualle Length 95th (ft)	15	G	0	0.00	0	49			
Control Delay (s)	17.5	0.0	6.0	0.0	0.5	30.4			
Lane LOS		2.0		0.0	¥•	נו			
Approach Dolay (s)	0.6			0.0		30.4			
Approach LOS						С			
Intersection Summary									
Average Delay	ilimatic —		1.2 56.4%		CHILL AND	e of Servi	ino	В	
Antersection Capacity Ut	ııı Zet pr		15		locu es	, urami	1.45		
Analysis Period (n°:n)			13						

O. DI CORT & DESCRIB	I OOK C	**1							· · · · · · · · · · · · · · · · · · ·			
	۶	<b>→</b>	$\rightarrow$	1		*	4	†	<i>&gt;</i>	1	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ተ</b> ፑ		<u> </u>	**			43-			4	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (vebín)	63	1279	21	5	1304	77	13	0	11	35	1	79
Peak Hour Factor	0.92	0.92	0.82	0.92	0.92	0.92	0.98	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	1390	23	5	1417	84	14	D.	12	.39	1	88
Pedestrians												
Lane Width (ft)												
Warking Speed (fi/s)												
Percent Blockaga												
Right turn flare (veh)												
Median type							Т	WITE.		Т	WLTL	
Median storage veh)								l			1	
Upstream signal (ft)					373							
pX, platcon unblocked	0.79						9.79	0.79		0.79	0.79	0.79
vC, conflicting volume	1501			1413			2345	305 i	707	2272	2978	709
vC1, stage 1 confivol							1539	1539		1428	1423	
vC2, stage 2 confivol							808	1512		844	1550	
vCu, unblocked val	1389			1413			2436	3330	707	2345	3233	366
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6,9
fC, 2 stage (s)							6.5	5.5		6.5	5.5	
fF (5)	2.2			2.2			3.5	4,0	33	3.5	4.0	3.3
p0 queue free %	83			99			នព	130	97	55	99	93
cM capacity (ven@)	393			478			70	55	378	67	75	439
Direction, I abe #	EB /	EB 2	E3 3	WB 1	WB2	WB3	WB 4	NB 1	881			
Volume Total	S.P.	927	486	5	709	709	84	26	128			
Volumo Left	68	0	0	5	D	0	υ	14	35			
Volume Right	0	0	23	0	0	٥	84	12	86			
1180	393	1700	1700	478	1700	1700	1700	112	198			
Volume to Capachy	0.17	Chia	0.29	0.04	0.42	0.42	U U5	0.23	0.64			
Queue Length 95th (ft)	16	0	0	1	Ü	0	U	21	93			
Contro: Delay (s)	16.1	0.0	0.0	12.6	0.0	0.0	0.0	48.9	50.7			
Lane LOS	C			R				⊑	7:			
Approach Delay (s)	0.7			0.0				48.9	50.7			
Approach 1 GS								Ē	F			
Intersection Summary												
Average Delay			2,8		e				_			
Intersection Capacity Ut	dization		56.9% 5	ı	CHIEN	el of Sol	MCC		В			
Analysis Period (min)			45									

	٠	<b>→</b>	•	*	•	•	4	Ť	1	7	<b>↓</b>	4
Movement	EBE	EBT	EBR	WBL	WBT	WBR	NBĻ	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ትፑታ		``ች	<u></u>			<del>(j)</del>		1,4	ī)-	
ideal Flow (vplip!)	: 200	1900	1900	1900	1900	19(4)	1900	1900	1200	1906	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.6	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frt	1.00	1.00		1,00	0.99			0.95		1.00	0.85	
Fit Protected	0.95	1.00		0.95	-1.001			0.97		0.95	1.00	
Satd. Flow (prof)	4770	3535		1770	3506			1722		1770	1588	
Flt Permitted	0.13	1.00		0.20	1.00			0.84		0.74	1.00	
Satd, Flow (parm)	238	3536		380	3508			1481		1385	1588	
Valume (vph)	124	f170	10	10	1253	79	10	2	7	88	- 2	132
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.82	0.92
Adj. Flow (vph)	135	1272	11	11	1362	86	11	2	В	96	2	122
RFOR Reduction (vph)	0	0	0	0	2	G	Ð	7	9	0	107	0
Lana Group Flow (vph)	135	1283	O.	11	1445	C	5	_ 14	D	96	17	0
Tum Type	իաչ+իչ			pm :pt			Parm			Perm		
Protected Phases	1	6		э	2			4			4	
Permitted Phases	6			5			4			4		
Actuated Green, G (s)	96.3	91.1		84.1	82.3			12.2		13.2	15.2	
Effective Creen, g (s)	97.3	92.1		85.4	93,9			14.7		14.7	14.7	
Actuated g/C Ražo	0.81	0.77		0.71	0.70			0.12		0.12	0.12	
Çięaranca Time (s)	4.0	5.0		4.0	5.0			5.5		5.5	5.5	
Vehide Extension (s)	3.0	3.0		3.0	3 5	· · · · ·		3.0		3.0	3.0	
Lane Grp Cap (vph)	313	2713		293	2153			!81		170	195	
v/s Ratio Prot	e0.03	0.36		0.00	c0.41						0.01	
v/s Ratio <del>P</del> erm	0.32			0.03				0.01		c0 07		
wc Ratio	0.43	0.47		0.04	0.59			0.08		0.56	0.09	
Un <b>ifor</b> m Delay, or	7.2	5.1		5.2	9.2			48.6		49.6	48.7	
Progression Factor	1.00	1.00		1.60	1.00			1.00		1.00	1.00	
Incremental Detay, d2	1.0	0.6		0.1	1.0			0.2		4.2	0.2	
Dolay (s)	8.1	5.7		5.3	19.3			48.8		53.9	49.0	
Level of Service	A	A		A	В			D		D	D	
Approach Delay (s)		5.9			10.2			46.8			49.9	
Approach LOS		A			В			(0			D	
Intersection Summary												
: ICM Average Control b	Jalay		11.3		ICM La	vel of Se	envine		D			
HGM Volume to Capaci	ty rotio		0.57									
Actuated Cycle Length	(8)		120.0	5	Sum of le	ast fime	(5)		12.0			
Intersection Capacity U	tilization		62.2%	ì	CU Levi	al of Şer	vice		U			
Analysis Period (min)			15									
c - Critical Lane Group												

Sign Control         Free         Free         Free         Sign Sign Sign Sign Sign Sign Sign Sign	♣ np % D 22 92 0.92
Pene Configurations	♣ np % D 22 92 0.92
Sign Control   Free   Free   Free   Sign Control   Grace   10%   0%   0%   0%   0%   0%   0%   0	np % D 22 9 <b>2</b> 0. <b>9</b> 2
Grace 0% 0% 0%  Volume (veh/h) 19 1186 59 50 1226 35 43 2 50 8  Peak Hour Factor 9.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	% -0 - 22 9 <b>2 -</b> 0. <b>92</b>
Volume (veh/h) 19 1186 59 50 1226 35 43 2 50 8 Peak Hour Factor 9.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	0 22 9 <b>2</b> 0. <b>9</b> 2
Peak Hour Factor 9.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92	0.92
Hebrily flow rate (vph) 21 1289 64 54 1333 38 47 2 54 9 Pedestrians Land Width (ft) Walking Speed (ft's) Percent Blackage Right turn flare (veh)	
Pedestrians Lanc Width (ft) Walking Speed (ft's) Percent Blackage Right turn ftere (veh)	0 24
Land Wildth (ff) Walking Speed (ft/s) Percent Blockage Right turn flare (veh)	
Walking Speed (16s) Percent Blockage Right turn flare (veh)	
Percent Blockage Right turn flare (veh)	
Right turn flare (veh)	
Median type None Nor	
	ie.
Median storage veh)	
Upstream signal (ft) 819 pX, pistoon unblocked 0.86 0.86 0.86 0.86 0.86 0.86	N.O.
1 .,	
vC, conflicting values 1371 1353 2161 2342 677 2183 283 vC1, stage 1 conflicting	96 666
vC2, stage 2 confivel	
vCu, unblocked vol 1371 1249 2187 2977 464 2212 297	70 686
•	.5 6.9
tC, 2 stage (a)	
	.0 3.3
	10 94
	0 402
Direction, Lane # EB1 EB2 EB3 WD1 WB2 WB3 WB4 NB1 SB1	
Vertime Lotal 21 859 494 54 666 666 38 103 33	
Vocaine Left 21 0 0 54 0 0 0 47 9	
Volume Right 0 0 64 0 0 0 38 54 24	
oSH 497 1700 1700 478 1700 1700 1700 36 47	
Volume to Capacity 0.04 0.51 0.29 0.15 0.59 0.39 0.02 2,90 0.69	
Queue Length 95th (ft) 0 0 0 0 294 68	
Control Delay (s) 12.6 0.0 0.0 13.5 0.0 0.0 0.0 1094.4 181.5	
Land LOS B B B F F	
Approach Delay (s) #2 0.5 1094.4 181.5	
Approach LOS F F	
Intersection Summary	
Average Delay 40.9	
Intersection Capacity Utilization 57.4% (CU Leval of Service R	
Analysis Period (min) 15	

	•	₹	*	~	Ĺ	×	
Mover <del>cie</del> nt	NWŁ	NWR	NET	NER	SWI	SWT	
Lane Configurations	15.78		<b>ት</b> ሹ		3	łή	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Volume (veh/h)	10	8	1238	9	- 8	1280	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.32	0.92	
Clourly Bow rate (vol.)	11	9	1346	10	9	1391	
Podestrians							
Lane Width (ft)							
Walking Speed (IVs)							
Percent Blockage							
Right aum flare (veh)							
Median type	DWI III						
Median storage veh)	1						
Bostream signal (ft)							
heaboddriu roodskij "Xq							
vC, conflicting valume.	2064	678			1355		
vC1, stage 1 confival	t351						
vC2, stage 2 confivol	713						
vCa, upbineked vol	2864	678			1355		
IC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)	5.8						
th (8)	35	3.3			2.2		
pO queue free %	93	93			98		
cM capacity (veh/h)	146	395			503		
Direction, Lane #	NW 1	Nt.1	NE 2			SW 3	
Volume Total	20	897	450	9	555	695	
Valuma Left	11	(1	U	9	0	Э	
Volume Right	9	0	10	0	0	Э	
ଞୋ	203	1700	1700	593	1700	1700	
Volume to Capacity	0.10	0.53	0.27	0.02	3.41	0.41	
Queus Length 95th (ft)		0	C	:	Ð	D	
Control Dolay (s)	24.6	0.0	0.0	12.3	0.0	0.0	
Lane 108	Ü			3			
Approach Delay (s)	24.6	0.0		0.1			
Approach LOS	¢						
Intersection Summary							· <u>-</u>
Average Delay			0.2				
Intersection Capacity (	Jtllization		45.4 %	ι	CO Fox	al of Serv	rice A
Analysis Period (min):			15				

Kate Noteboom Scidiors Pass Tranic Study

	<u></u>	₹	×	~	4	*	
Movement	NWL	NWR	NET	NER	SWU	SWT	
Lane Configurations	Page 1		ተ⊳		ኘ	<b>++</b>	
Sign Central	Slop		Free			F*oc	
Grade	2%		4%			8%	
Volume (veh/h)	10	10	1240	.0	10	1280	
Peak Hour Factor	0.92	3.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	11	11	1348	11	11	1391	
Pedestrians							
Lane Width (ff)							
Walking Speed (ff/s)							
Percent Blackage							
Right turn flare (veh)							
	TWILTE						
Median storage veh)	1						
Upstream signal (it)							
pX, platoon unblocked							
vC, conflicting volume.	2071	679			1359		
vC1, stage 1 confivol	1353						
vC2, stege 2 contival	717						
vCu, unblocked vol	2071	679			1359		
tC, single (s)	5.0	6.9			4 1		
fC, 2 stege (s)	5.0						
€F (s)	3.5	3.3			22		
р0 свене free %	92	97			98		
dM dapabity (venth)	145	394			502		
Direction, Lane में	NW 1	NE 1	NE 2	5W 1	SW 2		
Voiume Total	22	890	460	11	556	893	
Volume Left	15	0	0	11	0	0	
Volume Right	1-	0	17	0	0	0	
c8H	212	1700	1700	592	1700	1700	
Valume to Capacity	2.10	0.53	0.27	0.02	0.41	0.41	
Caletie Length 95th (ft)		۵	Э	2	0	Э	
Control Delay (s)	23.9	0.0	0.0	12.3	0.0	0.0	
Lare LOS	С			3			
Approach Delay (s)	23.9	0.0		0.1			
Approach LOS	С						
Intersection Summary							
Average Delay			0.2				
Intersection Capacity U	Jtilization	ı	45.4%		CUIT.6V	ol of Servi	oe A
Analysis Period (min)			15				

	<b>→</b>	`*	•	4-	4	<i>&gt;</i>	
Movement	EBT	EBR	WBI.	WBT	NBL	NBR	
Lane Configurations	<b>↑</b> 1>		ኘ	<del>1</del>	¥		
Sign Control	Free			Free	Stop		
Grade	0%			0%	0%		
Volume (veh/h)	1720	50	30	1780	30	30	
Poak Hour Factor	0.92	0.82	0.92	0.92	0.92	0.92	
Nounly flow rate (vph)	1870	54	33	1935	33	33	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right lam flara (veh)							
Modlan type				Т	WETE		
Median storage veh)					1		
Upstream signal (ft)							
pX, platnon unblocked							
vC, conflicting volume			1924		2929	962	
vC1, stage 1 canfivol					1897		
vC2, stage 2 confival					1033	004	
vCu, unblocked vol			1924		2929	962	
tC, single (s)			4.1		6.8	6.9	
IC, 2 stage (s)					5.8		
tř (s)			2.2		3.5	3,3	
på queue free %.			89		55	87	
cM capacity (veh/h)			303		72	256	
Direction, Lane #	EB 1	EB 2	WB 1		WB3	NB 1	
Valume Total	1246	678	33	967	967	65	
Valume Left	0	-0	33	C	0	33	
Vuluine Right	n.	54	0	0	0	33	
αSEI .	1700	1700	303	1700	1703	113	
Volume to Copacity	0.73	0.40	6.11	0.57	0.57	0.58	
Oceae Length 95th (ft)	n	0	9	0	D	70	
Cardrol Delay (s)	0.0	0.0	18.3	0.0	0.0	73.6	
Lano LOS			С			Г.	
Approach Delay (s)	0.0		0.3			73.8	
Approach LOS						F	
Intersection Summary				<b></b>			
Average Delay			1.4	_	a	=	
Intersection Capacity Ut	ilízation		58.4%	ı	CU Lav	ei of Ser	vice B
Analysis Peded (min)			15				

No Build 2025 Timing Plan: PM Peak Hour

	•	<b>→</b>	4	Ą,	<b>&gt;</b>	4			
Movemen:	E3L	EBT	WBT	WaR	SBL	SBR			
Lene Configurations	ሻ	<b>††</b>	ፈት		Ψ.				
Sign Control		Free	Free		Siop				
Grade		0%	0%		0%				
Volume (veh/a)	70	1690	1710	30	20	50			
Pesk Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	76	1837	1859	33	22	98			
Pedestrans									
Lane Width (ft)									
Walking Speed (ft/s)									
Pernent Blockage									
Right turn flare (veh)									
Median type				7	WLTL				
Median storaga ve/i)					1				
Upstream signal (tt)			1256						
pX, platoon umblocked	0.59				6.59	0.59			
vC, conflicting volume	1891				254B	946			
vC1, stage 1 cont vol					3875				
vC2, stage 2 confivel					1071				
vCu, unblocked vol	1815				3696	210			
tC, single (s)	4 1				6.8	3.9			
tC, 2 stege (s)					5.8				
tF (a)	2.2				3.5	3.3			
p0 querie free %	61				53	79			
cM capacity (veh/h)	197				48	469			
Direction, Lane #	<b>⊆B</b> 1	68.2	EB3	WB1	WB 2	SB t			
Velume Total	76	916	916	1239	652	120			
Volume Left	78	υ	C	0	0	22			
Votume Right	D	0	U	0	33	98			
cSH	197	1700	1700	1700	1700	177			
Volume to Capacity	0.39	0.54	0.54	0.73	0.38	0.68			
Queue Length 95th (ft)	42	0	D	U	Ď	100			
Control Delay (s)	34.4	U.U	0.0	0.0	0.0	59.8			
Lane LOS	D					F			
Approach Belay (s)	1.4			0.0		58.8			
Approach LQS						F			
Intersection Surramary									
Average Delay			2.5						
Intersection Capacity U	tilization		68.8%	I	CU Lev	el of Servi	B	С	
Analysis Period (min)			15						

	٠	<b>→</b>	*	1	<b>4</b>	•		†	1	1	ļ	4
Movement	EBL	ÆBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Land Configurations	*1	ታች		ኝ	**	ř		4₽			•₽	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			055			0%			0%	
Volume (veh/h)	80	1490	30	10	1510	90	20	- 5	20	40	10	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	1920	33	11	1641	98	22	5	22	43	11	98
Pedestriens												
Lane Width (ft)												
Welking Speed (ft/s)												
Percent Blockage												
Right furnifare (veh)							_			_		
Medien type							τ	WITL		Т	WLTL	
Median storage veh)								1			1	
Upetroam signal (fi)					373							
pX, platbon unblocked	0.59			4050			0.59	0.59		0.59	0.59	0.59
vC. conflicting values	173 <del>9</del>			1 <b>65</b> 2			2755	3 <b>57</b> 1	826	2571	3488	821
vC1, stage 1 confivol							1810	1810		1663	1663	
vC2, slage 2 confivel	a cree			2050			246	1761	000	1008	1826	-
vCu, unblocked vol	1659			1652			3277	4655	826	3134	4517 6.5	7
IC. single (s)	4,7			8.1			7.5 6.5	6.6 <b>5</b> .6	6.9	7.5 6.5	5.5	6.9
iC, 2 stage (s)				22			3.5	<b>a.</b> 5	2.0	3.5	4.0	3.3
F (s)	2.2						26	16	3.3			
p0 queue free '%	65			97 387			40	10	93	7 47	73 40	<b>8</b> 5 635
cM capacity (veh/h)	249				111-5-6	h ! !			315	47	20	0.83
Direction, Lane #	EB 1	EB 2	E# 3	WB 1	W5 2 821	WB3	WB4	NB 1	88 1			
Volume Tixal	67 87	1680 0	572 0			821 0	98	49	152 43			
Volume Left Volume Biolet	0	Ö	33	11 0	ე 0	C	95 95	22 22	98			
Volume Right r:SH	249	1700	1700	367	1700	1700	1700	34	112			
Volume to Capacity	0.35	0.64	0.34	0.03	0.48	0.48	0.08	1.45	1.38			
Queue Length 95th (fi)	30	0.04	0.39	2	0.40	0.40	0.03	133	262			
Control Delay (s)	27.1	0.0	0.0	14.5	0.0	0.0	0.0	494.3	279.4			
Lane LOS	Σ1.1 D	0.0	0.0	14.5 B	0.0	0.7	0.0	737.3 F	E/3.4			
Approach Dalay (s)	1.4			0.1					279.4			
Approach LOS	1.4			V				704.5 F	±75.4 ►			
Intersection Surrange												
Average Delay			18.8									
Intersaction Capacity U:	ilization		ö5.5%	ı	CU Lev	al of Sci	rvice		C			
Abalysis Period (min)			15									

No Build 2025 Timing Plant PM Peak Hour

	خر	<b>→</b>	•	•	-	•	4	†	1	1	ţ	4
Movemen:	EBL	EBT	EBR	WBL	WBT	WBR	NBŁ	ŅBT	NBR	SBE	SBT	\$8R
Lane Configurations	ሻ	ተኩ		Ŧ	<b>^</b> }			₩.		۳	7-	
tical Flow (vphol)	1900	1900	1900	1900	1900	1900	1900	1990	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1,00	0.95		1.00	0.95			1.00		1.00	1.00	
FiE	1.00	1.00		1.00	0.99			0.97		1.00	0.8 <b>5</b>	
Fit Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770)	3531		1770	3505			1756		1770	1604	
Fit Permitted	0.10	1.(0)		0.12	1.60			0.83		0.73	1.DO	
Satd. Flow (perm)	263	3531		216	3505			1485		1357	1604	
Volume (vph)	150	1360	20	20	1460	100	20	10	10	110	10	130
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	n.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	183	1478	22	22	1587	109	22	11	11	120	11	141
RTOR Reduction (vph)	Ü	1	0	0	û	0	0	9	ū	0	102	0
Cans Group Flow (vph)	163	1489	0	22	1690	0	0	35	٥	120	50	U
Turn Typa	pm+pt			pm+pt			Р В ф При			Leiw		
Protected Phases	7	4		ં ઉ	8			2			6	
Permitted Phases	4			ន			2			6		
Actuated Green, G (s)	40.3	36,7		35.9	34.5			10.7		10.7	10.7	
Effective Green, g (s)	40.3	36.7		35.9	34.6			10.7		10.7	10.7	
Actuated g/G Ratio	0.66	0.60		0.59	Q. <b>57</b>			Q. 18		0.18	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vahicle Extension (s)	3.0	3.0		3.0	3.0			3,0		3.0	3.0	
Lane Gro Cap (vph)	227	2131		163	1989			281		239	282	
v/s Rafio Prot	60.64	0.42		0.00	60.48						0.03	
v/s Ratto Perm	0.43			0.00				0.02		c0.09		
wic Ratin	0.72	0.70		0.18	3.85			0.13		0.50	0.18	
Uniform Delay, dil	10.4	8.3		8.6	11.0			21.1		22.6	21.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1 (0)	4.00	
Incremental Delay, d2	10.3	1.3		0.4	3.8			0.2		1.7	0.3	
Detay (s)	20.7	9.4		6.9	14.8			25.4		24.3	21.8	
Level of Service	С	A		A	В			C		C	C	
Approach Delay (s)		10.5			14.5			21.4			22.8	
Approach LOS		В			H			С			С	
Intersection Summary												
HCM Average Control I	Delay		13.4	ŀ	ICM Le	Vel of Si	ervice		C			
HCM Volume to Capaci			0.83									
Actuated Cycle Length			60.5			iost timo			16.0			
Intersection Capacity U	tilization		77.1%	1	CU Lev	ଧାରୀ ବିଲ	rvice		D			
Analysis Period (min)			15									
<ul> <li>Criffical Lane Group</li> </ul>												

III: SK OSA & Alifxon	LEGU								1111-018	4 m 10.414 i	Fri 1 GGI	11100
	۶	-+	7	•	4-	Ą.	•	†	1	<b>/</b>	ļ	4
Mavemon:	EBL	ĘBT	EBR	WBL	WBT	WBR	NEL	NBT	NBR	SBL	SDT	SBR
Lane Configurations Sign Control Grade	٦	†ħ Free 0%		٦	<b>∱∱</b> Free 0%	PE.		<del>෯</del> Stop 3%			A) Slop 0%	
Volume (velvh)	30	1380	70	80	4420	50	50	10	60	10	5	30
Peak Hour Factor	0.82	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph) Pedestrains Lane Wildth (ft) Walking Speed (ft/s) Percent Blockage	33	1500	/6	85	1548	54	54	!1	<del>9</del> 5	11	G	33
Right rum flare (veh) Median type Median storage veh)		819						None			Мопе	
Upstream signal (ft) pX, platoon unblocked		0.9		0.68			0.68	0.68	0.68	0.68	D.6B	
vC, conflicting volume vC1, stage 1 confliction vC2, stage 2 confliction	1598			1576			25/11	3332	788	2560	3315	772
vCu, unblocked voi	1598			1378			2794	3955	221	2822	3931	772
:C, single (s) :C, 2 stage (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
1F (a)	2.2			22			3.5	4.3	3.3	3.5	4.0	3.3
ρθ queue fræa %	92			81			Q	0	88	0	0	90
cM capacity (veolit)	406			336			n	2	533	O	2	3/12
Direction, Lane #	ΞB !	EB 2	<u> 00 3</u>	WB 1	WB2		WB4	NB 1	SB 1			
Volume Tidlai	33	1000	578	65	772	772	54	130	49			
Valumo Left	33	0	0	55	0	υ	0	54	51			
Vetumo Right	0	0	78	0	0	0	54	85	33			
cS!1	466	1790	:700	336	1700	1/00	1700	0				
Volume to Canacity	0.08	0.59	0.34	0.19	0.45	0.45	0.03	Err	E:r			
Queue Length Sato (ft)	7	0	0	18	0	0	0	<u> </u>				
Control Delay (s)	14.6	0.0	0.0	18.3	90	0.0	3.0	H.F.C	€m e			
Land LOS	В			, C				F	۴ حص			
Approach Delay (s) Approach LOS	D.3			0.7				[:i	Err F			
Intersection Summary Average Defay Intersection Capacity Ut Analysis Pedod (min)	ilizařon		Err 56.2% 15	1	IGU Lev	olof Sc	rvice		C			

·	<b>,</b>	ť	×	7	Ĺ	*	
Movement	NWL	NWR	NET	NER	SWL	SWT	
Lane Configurations	74		<b>ተ</b> ን		ሻ	ቶተ	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Volume (veh/h)	20	10	3440	20	10	1490	
Peak Hour Factor	0.92	0.92	0.92	0.82	0.92	0.92	
Hourly flow rate (vph)	22	11	1565	22	11	1620	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veb)							
Medlan type	TWLTL						
Median storage veh)	1						
Upstream signei (ft)							
pX, platoon unblocked							
vC, conflicting volume.	2408	793			1567		
vC1, stege > confivo€	1579						
vC2, stage 2 confivo"	B32						
vCu, imblocked vol.	2409	793			1587		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)	5.8						
<b>(</b> F (s)	3.6	3.3			2.2		
pf) queue free %	80	97			97		
cM capacity (veh/h)	140	331			410		
Direction, Sane#	NW :	NE 1	₩F2	$\$W^{\times}$	SW 2	SW 3	
Volume fotal	33	1943	543	11	810	810	
Valuma Left	22	U	0	10	D	r)	
Volume Right	1′	0	22	0	0	0	
cSl-i	142	3.700	1700	410	1700	1700	
Volume to Dapadity	0.23	0.61	0.32	0.03	0.48	0.48	
Queue Length 95th (ft)		C	0	2	0	0	
Control Dolay (s)	37.8	0.0	0,0	44.0	0.0	41.0	
Lane LOS	E			В			
Approach Delay (s)	37.8	0.0		0.1			
Approach LOS	F.						
Intersection Summary							
Average Delay			0.4				
Intersection Capacity I	J#lizatio*	1	51.2%	ı	Ct) Lew	el of Ser	rvoe A
Analysis Period (mln)			15				

	<b>,</b>	₹	1	~	Ĺ	×	
Movement	NWL	NWR	NET	N⊑Ř	SWL	SWT	
Lane Configurations	3.3		<del>የ</del> ጭ		邗	ተት	
Sign Control	Stop		Frae			Free	
Grade	2%		4%			6%	
Volume (veh/h)	20	10	1440	20	19	1490	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	22	11	1585	22	11	1620	
Pedestrians							
Lane Width (fi)							
Walking Speed (Ws)							
Percent Blockage							
Right turn flare (veh)							
Modian type	None						
Median storage veh)							
Upstream signal (f.)							
pX, platoon unblocked							
vC, conflicting valume	2408	793			1507		
vCI, stage 1 confivol							
vC2, stage 2 confival							
vCu, unblocked vol	21 <b>0</b> 8	793			1587		
tC, single (s)	6.B	6.9			4.*		
(C, 2 siage (s)							
IF (s)	3.5	3.3			2.2		
p0 queua free %	' Η	97			97		
cM capacity (veh/h)	27	331			410		
Direction, Lane #	NW 1	NE 1	NE 2	SW 1	SW 2	SW 3	
Volume Total	33	1043	543	:1	8:0	810	
Volume Left	22	Q	0	′1	C	0	
Volume Right	1.	Ω	22	C	C	0	
e\$H	38	1709	1705	440	1700	1700	
Volume to Capacity	0.85	0.61	0.32	0.02	0.48	D.48	
Queue Length 95th (ft)	79	C	0	2	0	0	
Control Delay (s)	257.0	0.0	0.0	14.0	0.0	0.0	
Lane LOS	F			В			
Approach Delay (s)	257.0	0.0		0.1			
Approach LOS	F						
Intersection Summary						<b></b>	
Average Delay			2.6				
Intersection Capacity U	tilization	1	51.2%	ı	CU Lev	el of Sé	rvice A
Analysis Period (min)			15				

	-	$\searrow$	1	<b>←</b>	4	7		
Movement	EBT	ZBR	WBU	WBT	NBI	NPR		
Lane Configurations	— <del>↑</del> ↑		ች	<b>†</b> †	μħ			
Sign Control	Frea			Free	Stop			
Grade	9%			0%	0%			
Volume (veh/h)	1729	50	30	1790	30	30		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.52		
Hourly flow rate (vph)	1870	54	33	1935	33	33		
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Porconi Blockage								
Right turn flare (veh)								
Modian type				٦	WLTL			
Median storage veb)					1			
Upstream signal (it)				996				
pX, platoon unblocked					0.69			
vC, conflicting volume			1924		2929	982		
vC1, stage 1 soof vol					1897			
vC2, staga 2 confivol					1033			
vCu, unblocked vot			1924		3345	962		
C, single (s)			<b>4.</b> 1		6.8	6.9		
(C, 2 siage (s)					5.8			
:F (s)			2.2		3.5	3.3		
p0 queue free %			89		55	- 87		
cM capacity (veh/h)			303		72	258		
Direction, Lane if	EB 1	EB 2	WB1		WB3	NB 1		
Volume Total	1246	678	33	967	987	65		
Volume Left	9	0	33	0	0	33		
Volume Right	0	54	0	C	0	33		
c\$H	4700	1700	303	1700	1700	113		
Volume to Capabity	0.73	0.40	0.11	0.57	0.57	0.58		
Quade Length 95th (ft)	0	0	9	0	0	70		
Control Delay (3)	0.0	0.0	18.3	0.0	0.0	73.4		
Lancit.O8			С			F		
Approach Delay (s)	0.0		0.3			73.4		
Approach LOS						F		
Intersection Summary				<b>.</b>				
Average Delay	_		1.4				_	
Intersection Capacity U	il zation		59.4%	:	CU Lev	al of S¢N	ite 3	
Analysis Period (min)			15					

4. BK 05/10 FUSSE	Glocali	<u> </u>						8	1311. T 0511 T 10 (4
	J	<b>→</b>	4	٨,	<b>\</b>	4			
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		<b>ሳ</b> ት	<b>ተ</b> ተ			7.			
Sign Control		Free	Free		Stap				
Grade		0%	0%		0%				
Volume (veh/h)	0	1750	1710	30	0	5Ô			
Peak Hour Foctor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vpn)	C	1913	1859	33	0	88			
Pedostrians									
Lane Width (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn flare (veh)									
Median type					Raised				
Medish storage veh)					1				
Upstream signa! (ft)			883						
pX, pistoon unblocked	0.09				0.69	0.69			
vC, conflicting volume	1891				2815	929			
vC1, stage I confive:					1959				
vC2, stage 2 confivo:					257				
vCu, upbincked vol	1842				318B	439			
tC, single (a)	4.1				₽.Đ	8.9			
IC, 2 stage (s)					5.B				
tF (s)	2.2				3.5	3.3			
p0 queue free %	400				100	75			
cM capacity (veh/h)	224				61	388			
Oljection, trans#	EB 1	E8 2		WB 2		SB I			
Volums Total	957	957	929	979	33	98			
Volume Luli)	0	0	0	Ų.	0	0			
Volume Right	0	(1	!!	0	33	98			
cSH	1700	1700	1700	1700	1780	588			
Volume to Capacity	0.55	0.56	0.58	0.55	0.03	0.25			
Queue Length 95th (ft)	9	ü	13	(1	0	25			
Control Dolay (s)	0.0	0.0	9.0	0.0	0.0	17.4			
Lane LOS						с			
Approach Delay (8)	0.0		0.0			17.4			
Approach LOS						С			
Intersection Summary									
Average Delay			0.4					_	
Intersection Capacity Ut	ilizetion		59.5%		QU Leve	e' of Servic	e:	3	
Analysis Period (m/n)			169						

	٤	<b>→</b>	*	•	•	*	4	Ť	<i>&gt;</i>	<b>\</b>	Ļ	$\checkmark$
Movement	EBL	EBT	ĘBR.	WBI.	WST	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lone Configurations	75	<u></u> -		١,	ቀዮ	7	ħ	4		<b>ነ</b>	ĵ.	
Ideal Flow (vohpl)	1900	1900	1900	1900	1900	1900	1900	1960	1900	1900	1900	-800
Lotal Lost time (s)	4.0	4.6		4.0	$\Delta \Omega$	4.0	4.0	4.0		4.0	40	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	
Fit	1.00	1.00		1.00	3,00	0.85	1.00	0.80		1.00	0.87	
Fit Prorocted	0.95	1 (0)		0.95	1.00	1.00	0.85	1.00		0.95	1.00	
Sald, Flow (prof)	1770	8529		1770	3539	1583	1770	1635		3770	1612	
Fit Permitted	0.08	1.00		D.11	1.00	4.00	0.63	1.00		0.74	1.00	
Sald, Flow (perm)	142	3529		198	3539	1583	1170	1635		1378	1612	
Volume (voh)	96	1540	30	35	1510	91)	20	5	20	40	10	90
Peak-hour factor, PHF	0.92	0,92	0.92	0.82	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (Vph)	87	:674	33	38	1641	98	22	5	22	43	:1	98
RTOR Reduction (voh)	0	.1	D	D.	Ü	30	C	19	0	0	85	0
Land Group Flow (vph)	87	1706	0_	38	1641	69	22	В_	0	43	24	0
Тить Туре	pm+pi			րո։•բt		custom	Perm:			Perm		
Protected Phases	5	2		1	6	_		۷			Ė	
Permitted Posses	2			0		2	. 1			4		
Actuated Green, G (s)	62.3	62.3		80.0	80.0	62.3	12.0	12.0		12.0	12.0	
Effective Green, g (s)	62.3	62.3		0.00	60.0	62.3	12.0	12.0		12.0	12.0	
Accessed g/C Refig	0.89	0.69		0.67	0.67	0.69	0,03	0.13		0.13	[[ 13	
Clearance Time (\$)	4.0	40		4.0	4.0	4.0	4.0	4.3		4.0	4.0	
Vahigle Extension (s)	3.0	<u>. 8.0</u>		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Tana Gro Cap (vph)	207	2443		197	2359	1096	156	2'8		184	215	
v/s Ratio P⁺01	0.03	c0.48		0.03	63.46			0,00			0.01	
v/s Ratio Parm	0.26			0.12		0.04	0.02			c0.03		
v/c Ratio	0.42	0.70		0.19	0.70	0.06	0.14	0.04		0.23	5.11	
Uniform Delay, 01	10.7	3.3		12.4	9.3	4.5	34.4	34.0		34.8	34.3	
Progression Factor	1.00	1.00		0.10	0.10	0.72	1.00	1.00		1,00	1.00	
Ingremental Dolay, d2	1.4	1.7		0.3	1.0	0.1	0.4	0,1		0.7	0.2	
Delay (s)	12.0	9.9		15	1.9	3.3	34.9	34.0		35.5	34.5	
Level of Scrvice	8	A		٨		Α	С	C		D	C	
Approauli Delay (s)		10.0			2.0			34 4			34.3	
Approach LOS		В			Α			C			С	
Intersection Summary												
HCM Average Control			7.6	ı	HCM Le	S loteva	e:vice		Α			
— НСМ Volum <b>ь</b> (с Сарал			0.62									
Anthatad Oydo Length			60.0			lost üme			8.0			
Intersection Capacity L	lifization	1	70.2%		ICU Lev	el of Su	יטטיֿער		C			
Analysis Pariod (mln)			15									
<ul> <li>Orifical Land Group</li> </ul>	)											

	*	-	`*	•	•	4	*	Ť	<i>&gt;</i>	<b>\</b>	ļ	~
Movement	680.	EBT	EBR	WB).	WBT	WBR	NBI	NBT	NBR	SBL	SBT	SBR
čano Configuraciona Sign Control Grade		†¼ Free 0%			<b>†1</b> 4 Free 8%			Stop 0%	ţ		Stop 0%	7
Volume (veh/h)	0	1570	25	Ü	1530	55	Ð	0	35	Ü	Ű	35
Peak Hour Factor	0.92	0.92	0.92	9.92	0.92	0.02	0.92	092	0.92	0.92	0.92	0.95
Hourly flew rate (vph) Pedestrians Lane Width (ft) Walking Speed (th's) Percent Blockage	0	1707	27	จ	1.663	50	0	ō	38	0	0	38
Right turn flare (vch) Median type							,	Raised		ŀ	Raised	
Median storage veir)								0			0	
Upstream signal (:t)		373			819							
pX, piałcon unblocked	0.57			0.69			0.73	0.73	0.69	0.73	0.73	0,57
vC, conflicting volume	1723			1734			2590	3443	867	2584	3427	861
vC1, s⊵ige 1 cent vol							1/20	1728		1893	1693 4 <b>5</b> 34	
vG2, stage 2 conf v6f	aLa/			1618			870 1544	1723 2718	364	891 4536	1734 2693	17
vCu, unblocked vol	1517 4.1			7.4			7,5	6.5	6.9	75	6.5	69
(C, single (s)	4.1			_			6.5	5.5	0.9	6.5	5.5	2.8
iC, 2 stage (s) IF (s)	2.2			22			3,5	4.6	3.3	35	4,0	3.3
p0 quada frea %	100			100			100	100	91	100	100	94
cM capacity (vch/h)	250			277			52	42	430	51	43	807
Direction, Lacro #	£B :	EB 2	WB 1	WB 2	NB 1	88 1	•				*	74.1
Volume Total	1138	588	1109	614	38	38						
Volume Left	. 0	0	C	0	0	0						
Volume Right	ō	27	ŏ	80	38	38						
rSH	1700	1700	1790	1700	430	807						
Volume to Capacity	0.67	0.35	0.88	0.36	0.00	0.06						
Queue Length 95th (ft)	D	C	0	0	7	5						
Control Delay (s)	0.0	0.0	0.0	0.0	14.5	11.3						
Lane LCS					В	8						
Approach Dalay (s)	0.0		0.0		14.0	11.3						
Approach LOS					н	13						
Intersection Summary Average Delay			0.3									
Intersection Capacity Ut Analysis Period (min)	ization		54.2% 15	1	GU Lov	al ol Sar	√es		Α			

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	,,		`\	1	4	•	4	†	<i>*</i>	<b>&gt;</b>	1	1
Movement :	EBI.	FRT	EBR	WBL	Wat	WBR	NBL	NBT	NBR	SBL	SBT	SBR
cane Configurations	<b>19</b>	<b>†</b> 1		Pj	<b>ት</b> ት	7		4			4	
ldea` Flow (vphpl)	1900	1900	1990	1900	1900	1900	1980	ายฉับ	1900	1900	190C	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0		4.0			4.6	
Lane Util. Factor	1,00	0.95		1.00	0.95	1.00		1.00			1.00	
Frt	1.00	0.99		1.00	1.00	0.86		0.94			0.94	
Fit Protected	0.95	1.00		0.95	1.00	^.00		0.90			9.98	
Sefe Flow (prof)	1770	3511		1770	3539	1583		1710			170 <del>5</del>	
Ft Pennitted	0.09	1.00		9.09	1.00	4.000		0.71			0.74	
Sant. Flow (perm)	176	3511		175	3539	1583		1244			1298	
Volume (vph)	275	1250	70	60	1495	100	65	1 C	60	120	10	110
Peak hour factor, PHS	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. How (vph)	299	1359	76	65	1625	109	71	11	85	130	11	120
RTOR Reduction (vph)	0	4	0	a	0	52	9	32	0	0	35	0
Lane Group Flow (vph)	299	1431	0	65	1625	57	9	115	0	0	226	0
iurn Typo	pm+pt			բm+pt		Perm	Porm	-		Perm		
Protected Phases	1	б		5	2			- 4			Á	
Permitted Phases	6			5		2				4		
Actuated Green, G (s)	55.0	58.0		47.1	47.1	47 [		17.2			172	
Effective Green, g (s)	56.0	58.0		47.1	47.1	47 1		17.2			37.2	
Actuated g/C Retro	0.62	0.62		0.52	0.52	0.52		อ.1จ			0.19	
Olearance Time (s)	4.0	4.0		4.0	4.0	40		4.0			4 (1	
Venicle Extension (s)	3.0	_ 3.0		3.0	3.0	3.0		3.0			3.0	
Lens Grp Cap (vph)	352	2185		200	1852	928		238			248	
v/s Ratio Prot	50.13	0.41		0.02	60.46							
v/s Ratio Perm	0.40			0.17		0.04		0.09			c0.17	
ws Ratio	0.85	0.65		0.37	9.88	0.07		0.48			0.91	
Uniform Dalay, 61	28.5	រាជន		14.5	18.9	10.6		32.4			35.7	
Progression Factor	0.68	0.37		1.00	1.60	1.00		4.00			1.00	
Incremental Dalay, d2	13.8	0.6		1.3	6.2	0.2		15			34.5	
Delay (s)	33.3	. 4.6		15.9	25.2	10.8		34.0			70.1	
Level of Service	С	Α.		8	С	3		C			E	
Approach Délay (s)		9.5			23.9			34.0			70.1	
Approach LOS		A			- 0			¢			E	
Intersection Summary												
HCM Average Control D	Deiay		21 II	Н	ICM Lo	velo: Se	etvice		C			
HCM Volume to Capaci	ty ratio		0.34						_			
Actuated Cycle Langih (	(s)		90.0	8	sum of b	os <b>i l</b> ime	(8)		8.0			
Intersection Capacity Ut	ilization		84.8%			d of Ser			E			
Analysis Period (min)			15									
<ul> <li>c Critical Lane Group</li> </ul>												

	_	€	×	~	Ĺ	×			
Movement	NWL	NWR	MET	NER	SWL	SWT			
Lanc Configurations	Ŋſ		<b>†</b> ‡		ኘ	ተተ			
Sign Control	Stop		Free		-	Free			
Grade	0%		0%			0%			
Volume (veh/h)	5	:0	1440	20	10	1490			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	5	- 11	1585	22	11	1520			
Pedestriana									
Lane Widih (ft)									
Walking Speed (ft/s)									
Percent Blockage									
Right turn tiare (voh)									
	TWLTL								
Madian storego von)	1								
Costream signal (11)			1180						
pX, plateon unblocked	0.73	0.73			0.73				
VC, conflicting volume	2408	793			1587				
vC1, stage 1 contivo	1576								
vC2, stage 2 bonf vo.	832								
vOu, unblocked vol	2560	344			1433				
tC, single (s)	6.8	89			4.1				
tC, 2 stage (s)	5.8								
lF (s)	3.5	3.3			2.2				
p0 queue ree %	54	98			37				
old capacity (velolit)	97	475			342				
Direction, Lane #	NW 1	NE 1	NE 2	SW 1	5W 2	sw a			
Volume Total	6	1043	543	11	810	810			
Voluma Laft	5	0	0	11	0	0			
Valume Right	11	ō	22	Ö	ō	ū			
dSH	207	1700	1700	342	1700	1700			
Volume to Capacity	0.08	0.61	0.32	0.03	0.48	C.48			
Queue Length 95(h (ft)	6	0	0	2	0.0	0			
Control Delay (s)	23.8	0.0	0.0	15.9	0.0	0.0			
Lana LOS	C	0.0	3.5	C	0.0	2.0			
Approach Delay (s)	23.0	0.0		0.1					
Approach LOS	C	4.4							
Intersection Summary									
Average Dolay			0.2		-				
Intersection Capacity U	tilization		51.2%	:1	CU Lav	a of Servi	ce	Λ	
					,	,			

	~	ť	×	~	٤	¥	
Movement	NW!	NWR	NET	NER	SWL	SWT	
Lanc Configurations			ተኴ		ኝ	÷÷	
Sign Control	Stop		Free			Hnee	
Grade	2%		4%			6%	
Valume (vah/h)	20	10	1440	20	10	1490	
Paak I foor Factor	0.92	0.92	0.92	0.92	9.92	0.92	
Hourly flow rate (vph)	22	11	1565	22	11	1620	
Pedestrans							
Eano Width (ft)							
Walking Speed (fVs)							
Percent Blockage							
Right turn flare (veh)							
Median typo	None						
Median storege voli)							
Upstream signal (†)							
pX, platoon unblocked							
vC, conflicting volume	2408	793			1537		
vC1, stage 1 confivol							
vC2, stage 2 confive							
vCu, uzhlocked vol.	2408	793			1687		
tC, single (s)	98	69			4.1		
tC, 2 stage (s)							
th (s)	35	33			22		
pû queue free %	18	97			97		
cM expansy (velvh)	27	334			410		
Direction, Lane #	NW 3	NE 1	NE 2		SW 2		
Volume Total	33	1043	543	11	810	610	
Volume Left	22	Ü	0	11	0	0	
Valume Right	11	0	22	0	0	0	
cSH	38	1700	1700	410	1700	1700	
Volume to Capacity	0.85	0.61	0.32	0.03	0.48	0.48	
Queue Longih 95th (ft)	79	0	0.00	2	0	0	
Control Delay (s)	257.0	0.0	0.0	14.0	0.0	0.0	
Larie LOS	F	11.75					
Approach Delay (s) Approach LOS	257.0	0.0		0.1			
	ŀ						
Intersection Summary							
Average Delay			2.8	_			
Intersection Capacity U	ii ization	ı	51.2%	ı	CO Lev	et of Ser	rvice A
Analysis Period (min)			15				

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Movement	T	COR	WBL	WET	NBL	NBR				
Lane Configurations	<b>↑</b> ↑>		7	<b>^</b>	Y					
Sign Control	Free			Free	Stop					
Grade	036			0%	0%					
Volume (veb/h)	1720	50	30	1780	30	30				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Hourty flow rate (vph)	1870	54	33	1935	33	33				
Pedestriana										
Lane Width (ft)										
Walking Speed (ff/s)										
Percent Blockage										
Right turn flare (veh)										
Median type				1	FWLTL					
Median storage veh)					1					
Upstreem signal (ft)										
pX, plaicon unclocked										
vC, conflicting volume			1924		2929	962				
vC1, stage 1 conf vol					1897					
vC2, stage 2 conf vo.					1033					
vCu, unblocked vol.			1924		2928	962				
tC, singla (s)			1.5		6.8	6.9				
tC, 2 stage (s)					5.8					
tF (s)			2.2		3.5	3.3				
p0 queue free %			89		55	87				
cM capacity (veh/h)			303		72	256				
Direction, Lane प	E3 1	EB 2	WB 1	WB 2	WB3	NB 1				
Volume Total	1246	678	33	967	967	65				
Volume Left	Û	0	35	0	0	33				
Volume Right	C	54	Ú	U	U	33				
cSH	4700	17:00	303	1/00	1700	113				
Volume to Capacity	0.73	0.40	9.11	0.57	0.57	0.58				
Querie Length 95th (ft)	0	Ů	. 9	- 6	U	70				
Control Delay (s)	0.0	0.0	18.3	0.0	0.0	73.6				
case COS			Ü							
Approach Delay (s)	0.0		0.3			73.6				
Аррга <b>яс</b> ћ LOS						Γ				
Intersection Summary								<u> </u>		
Average Delay			1.4							
Intersection Capacity Ut	ilization		59,4%	I	CU Leve	ට රේඛ්යාණ	ဟ	В		
Abalysis Period (min)			15							

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*			J.	۲
5 13:3:05	397	A and Posse	e Graund 17 - 4	٠
-			*	۴
~~~****	****	* * * * + + * * * • • •	~~~***********************************	٨
				٠
* E (m.) 5.48	7.98 5.48	7.92	* TIME PERIOD min 50 *	,
* L1 (m) 10.00	10.00   10.00	10.30	* ITME SLICK min 18 4	٨
• V Iml 3.55	7.32 2.66	7.32	* Restricts Sereod min 15 75 *	٠
* RAD (m) 20.00	20,00   20,00	20.00	* TIME COST \$//ar island /	j.
* PHI (d) 35.00	30.00 00.30	35.55	A PLON DERROD min 15 75 4	*
* (1) 4 (m) 4 4 7 7 2	49.78 49.73	4.5.70	* MION TESE   con/weil   VEH   /	٠
* GRAD SEP 0	0 0	Ģ	* FLOW PEAK sus/op/pm PM *	Į.
A.			*	٨
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* LEG KANE *950 *FL0	W8 (1st exit	2nd etc	U: *FLOF*CL* FLOW RATIO	t
* * +			* * *	ŀ
* SB POSSE *1.02*	90 3 20	0	12.00150+0.75 1.125 0.75+15 45 75 1	+
* EB 394 AT:02*	99 (890 70	II	***.00*50*0-75 1.135 0.75*15 45 75 *	t
2 ND BIRCH *1.03*	39 8 30	υ	*1.05*55*0.75 1.125 0.75*13 45 75 /	٨
~ WB 89A - ★1.02Y	30 1750 39	30	*1.00\50\0.76 1.126 n.76\19 45 79 4	٠
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A FLOW webs	115 1010	65 1	.070 * 078.	٠
# CASAC PM VAN	348 2260	985 2	745 * AVEC 5 10.5 *	ŧ
* AVE DELAY mirs	0.33 0.15	0.21 0	0.20 ALCE B	1
A MAX DESAY mins	0.60 0.26	0.35	0.36 * VEE BRB   11.7 °	•
* Ask Quality Trofs	1 5	П	A 2 COST \$ 175.7 %	-
* YAX QUEUE - voh	1 7	0	16 *	-
•			•	-
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Movement	EEL	ΞΒΤ	EBR	WBL	WST	WBR	NBL	NBT	NBR	SBL	Sat	892
Lane Configurations		<b>ት</b> ኤ			<b>ት</b> ተ	ēf			7			7*
Sign Contro.		Free			Free			Stop			Stop	
Grade		0%			0%			(195)			0.%	
Volumo (vehlih)	0	1590	40	0	1600	30	C	0	45	0	0	110
Pesk Hour Factor	11.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	11.92	11.92	0.92	0.92
History flow rate (vph)	0	1728	43	0	1739	33	C	0	49	0	0	120
Pedestrians												
Lane Width (it)												
Walking Speed (f/s)												
Percent Blockege												
Right teas flare (veh)												
Median type							١	Raised		ı	Raised	
Median storage vehi)								0			9	
Upstream signa. (ft)												
pX, plateen unblocked vC, conflicting volume	1772			1772			2739	3522	886	2652	3511	870
vC1_stage   confivel	11.17			1112			1750	1750	CLXJ	1739	1739	nio
vC2, stage 2 conf vnf							889	1772		913	1772	
v(x), unblocked vol	1772			1772			2739	3522	886	2652	351:	870
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
IC, 2 stage (s)							S.5	5.5		6.5	5.5	
tr (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
pO queue free %	100			100			100	100	83	100	160	59
cM capacity (vsh/h)	347			347			40	48	286	47	49	295
Direction, Lane #	FB ′	EB 2	WB 1	WB 2	WB3	NB 1	SB 1					
Volume Total	1152	620	57U	870	33	49	120					
Valuma Lelt	Ü	0	0	C	Ü	0	0					
Volume Right	0	43	9	0	33	49	120					
αЗH	1700	1700	1700	1700	1700	286	295					
Volume to Capability	0.68	-0.36	0.51	0.51	$\{1.02$	0.17	0.41					
Quaca Length 95th (it)	9	υ	U	0	0	15	47					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	20.1	25.3					
Lane LOS						C	D.					
Approach Delay (s)	0.0		0.0			20.1	25.3					
Approach LDS						С	D					
Intersection Summary												
Average Dafay			1.1									
Intersection Capacity Ut	ilizətion		57.7%	I	GU Levi	ේ ලේ පිය	vice		B			
Anജ്യങ്ങ Period (സമ)			15									

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	1333	106				asa	f:nis	961	dien'	a Pa	356					-	17	•
+																		<
	214.624	***	*****	< + < < ± :	****	****	****	****								****		
,																		•
,	3	(m)	5.4	g 7	. 92	5.43	7	52			۰	TIME	PERTO		mi.		so	÷
	ני	(01)	10.0	_		13.00							SLIC		mir		,o 15	
	V	(m)	3.5			3,66							LIS PI			15		,
	RAD	(m.)	20.0			20.00							COST		5/1/e		_	ÿ
	PHI														* '	15.0		•
		(d)				20.00							FERIC	-	rin			
	SIA	(m)		2 45		45.02	45.						TYFE				땓	•
*	GRAD	SEF		o .	0	9		э			w.	BOOM	DEAK	em/or	a/pm	1	ľМ	•
^																		۴
٠	+							•	****	++4	+ * * :	****	*****	****	****	***	* * * *	* *
*		IAYE	*ECU *	FLOWS	(let	2 <b>X</b> 15	znd	eta					PRON R	(ATTO	` F	10%	1 [M]	55
٠			* *							*	*	A.			•			,
٠	818 SC	∷,⊄	-1.02×	130	20	130	0			_			75 1.3		– –			
•	EB 89	ı.	•1.00 <b>^</b>	2.0	7360	195	ಕಾ			<b>*</b> 1.3	35*3	50*0.	75 1.0	.15 0	.75 ~ 1	5 %5	75	*
-2	ne ei	ddle	~1.02*	10	10	20	5			41.5	3343	30 M <b>a</b> .	79 0.0	:25 0	. 76-1	5 43	75	٨
•	69.03	A	¥1.02*	100	1460	2.0	0			• :	994	99 <b>*</b> 0 .	75 1-3	25 0	.75*1	5 15	75	ń
•			- ^							•	+	*						*
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+	*****	***	****	+ ^ + ^ ^	* + + * +						+++	. + * + +	****	4000	60,74	><< <u>&gt;</u>	<	**
*																		į,
٨	PLOW		veli		283	1635		40	158	a								٠
	CAPAC	TITY	woh		237	3156		120	310	•				AVD	F		8.1	*
	200		_	•	.33	0.12		.17	0.1	_					3 8			
	Mex :				. : 1	0.19		. 26	0.1					VEII			A 7.9	
	AVE (				1	3		C		3				. GOS.			9.1	
					2	5		c		_				. 208	- 4	11.	9.1	
	MAX (	21201	, ven		2	5		C		::								•
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-	14:23	061					8	да и	r::1	4 i rpsa	-t.	ĸА									15	+
,										•												*
20.5	24.11.11.1					24.8.8.2	****	***		/4//	v v #	400	<i>.</i> -					*				
																						•
+	3	(m.)	=	.48	7	. 92	3.48	7	. 52				+	TIME	. рз	KT:	ıΤι		n i n		90	*
*		(ii.)		. 56			10.00		.00					1 7 M K					mir		7.	,
+		π.)		.55	7		3.66		.33					PESU						- 5	75	+
	-	(m.)	_		-		20.00		.60					TEMB			W.T.		/Fr		.00	,
		.u., (d)					20.50		.03					FLON					min		75	
	•	(π.)		. 77													_	-				
			45		49		45.77		.77					FLOH							ÆH	
^	GRAD S	3LLE		0		0	0		:				٠.	FLON	l E3	ai.C	2m/	ob.	/рт		ВM	Α.
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+	8B Air	προτ•	4.00	2*	30	5	10	٥						0-0.								
*	EB 852	4 P	1.00	Z*	70	2380	3.0	- O			*1	001	×5	0.0	75	1.1	.25	Ξ.	75 * 1	L5 4	5 79	5 ×
٠,	NB Air	لأعموم	1.0	3°	50	10	65	0			٨1	00	-5	0-0.	75	1.1	25	2.1	7941	4	G 79	, <b>-</b>
•	<b>KB 884</b>	۰ ۰	1.00	25	50	1420	56	0			41	. 030	راء	ıı•II .	79	7, 1,	.25	Ģ.:	7511	LF 4	5 79	5 -
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	PLOW		V.	<u></u> .		45	1480		125	15:	3.					•						
	CAPACI	TTV		et.		536	3367		508								. Av	-51			-	1 %
	AVE DI		mi.			.12	0.00		.11								T.					4 +
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-	MAX DI		mi.		'1	.14	0.11		. 9								' VE					5 *
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,	MAX (7)	ROR	0.0	ei.		0	3		0		3					^						^
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Movement	NWI.	NWR	NET	NER	SWL	SWT			
Eane Configurations	¥		44		<u></u> ኝ	<u>ቀ</u> ት			
Sign Control	\$.00		Free		_	Free			
Grade	0'%		0%			0%			
Volume (velvb)	5	10	1440	20	10	1490			
Poak Flour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly Fow rate (vph)	5	11	1565	22	11	1620			
Podostrians									
Lane Width (ft)									
Walking Speed (it/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	TWEST								
Median storage veh)	1								
Upstream signal (ft)									
pX, plateen unblecken									
vC, conflicting volume	2408	793			1567				
vC1, stage 1 confivol	15/3								
vC2, stage 2 confivor	832								
vCu, unblocked vol	2408	798			1587				
tC, single (s)	6.8	8.6			4.1				
tC, 2 stage (s)	5.6								
<b>I</b> Γ (ઙ)	3.5	3.3			2.2				
pDiguede frae %	95	97			97				
cM caped by (vehills)	110	931			410				
Direction, Lane 4	NW 1	NE 1	NE 2	SW 1	SW 2	SW 3			
Volume Tota:	16	1043	513	11	810	810			
Volume Left	5	C	0	11	, o	Ü			
Volume Right	11	ũ	22	0	ő	ő			
eSH	199	1700	1700	410	1700	1700			
Volume to Gapscity	0.08	0.61	0.32	0.03	0.48	0.48			
Queue Length 95th (ft)		0.01	0	2		0.40			
Control Dalay (s)	24.7	0.0	0.0	:4.6	0.6	σĎ			
Lane LOS	C	5.0	4.0	. 4.5 E					
Approad: Delay (s)	24.7	0.0		0.1					
Approach LCS	- C	5.0		٥.,					
	•								
Intersection Surmmany Average Dalay			0.2						
Intersection Capacity U	lilli estice		51.2%	I.	CL : or	el of Scryk	20	A.	
Analysis Period (min)	). IEGINII		15			IN CHICAGON		۳.	
was as a sea fronting in			10						

	7	•	×	~	Ĺ	1	
Movement	NWL	NWR	NET	NER	SWI	SWT	
Lane Configurations	<b>ት</b> Γ		<b>∱</b> }		ኘ	77	
Sign Control	Slop		Free		-	Free	
Orade	2%		4%			6%	
Volume (veh/n)	20	10	1440	20	10	1490	
Peak Haur Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (val.)	22	11	1565	22	11	1620	
Pedestrians							
Lane Wicth (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flate (veh)							
Median type	None						
Median storage veh)							
Upatream signal (fl)							
pX, platoon enplocked							
vC, conflicting volume	240B	793			1587		
vCi1, stage 1 confivel							
vG2, stage 2 cont vol							
vCu, unblocked vo.	2408	793			1587		
tC, single (s)	8.8	6.9			41		
tC, 2 stagé (s)							
tF (ε)	3.5	3.3			22		
p0 queus frea %	18	97			97		
cM capacity (vehill)	27	331			450		
Direction, Lane #	NW 1	<u>N⊏ 1</u>		SW 1	SW 2		
Volume Total	33	1043	543	11	810	610	
Volume Left	22	0	0	11	0	0	
Volume Right	11	0	22	0	0	IJ	
r\$H	38	1700	1700	210	1700	1700	
Volume to Capacity	0.85	0.51	0.32	0.03	0.48	0.48	
Queue Length 95th (ft)	79	0	0	2	0	0	
Control Delay (s)	267.0	0.0	90	14 0	0.0	(1.0)	
Lane LOS	F			В			
Approach Dalay (s)	267.0	0.0		0.1			
Approach LOS	Ē						
Intersection Summary							
Average Delay			2.6				
Intersection Capacity U	tilization		51.2%	I	CUTOV	vice A	
Analysis Period (min)			15				